

**Derwent Valley Line Community Rail Partnership (DVLGRP)  
Minutes of Partnership Annual General Meeting  
Virtual Meeting, held 7<sup>th</sup> October 2020**

**Present:**

Cllr Trevor Ainsworth, DCC (TA) (Chair)  
Alastair Morley, DVLGRP Partnership Officer (AM)  
Donna Adams, East Midlands Railway (DA)  
Alex Stott, East Midlands Railway (AS)  
Cllr Chris Furness, PDNPA and DDDC (CF)  
David Marsden, PDNPA (DM)  
Paul Webster, Community Rail Network (PW)  
Chris Hegarty, DCC (CH)  
Rachel Coates, AVBC (RC)  
Cllr Mark Spilsbury, Duffield PC(MS) part of meeting

John Snell, Wyvernrail (JS)  
Adrian Farmer, Derwent Valley Mills WHS (AF)  
Cllr Russ Boyack, Cromford PC (RB)  
Peter White, Derwent Valley Trust (PWh)  
Cllr Andy Jordan, Wirksworth Town Council (AJ)  
Cllr Richard Walsh, Crich Parish Council (RW)  
Cllr Christine Worth, Ripley Town Council (CW)  
John Weaver, FDVL (JW)  
Chris Darrall, Minutes Secretary (CD)

**Apologies:**

Cllr Garry Purdy, DDDC (GP) (Vice Chair)  
Nigel Carabine, Peak Rail (NC)  
Colin Hoskins, Whatstandwell Station (CHo)  
Kate Pudney, Belper Station (KP)  
David Jones, CrossCountry Trains (DJo)

David Jemmerson, Ambergate Station (DJ)  
Sukie Khaira, Derwent Valley Mills WHS (SK)  
Martin Burfoot, Matlock Station (MB)  
Cllr John Porter, Belper Town Council (JP)

Min No		Action
<b><u>Annual General Meeting</u></b> (AM in the chair)		
1	<b>Introduction and Apologies</b> 9 Apologies were received.	
2	<b>Partnership Appointments</b> Chair: <b>Cllr Trevor Ainsworth</b> , proposed <b>DA</b> , seconded <b>AS</b> . Vice Chair: <b>Cllr Garry Purdy</b> , proposed <b>CF</b> , seconded <b>DA</b> . Non-funding organisations' representative: <b>John Weaver</b> (FDVL), proposed <b>AM</b> , seconded <b>AS</b> . Minutes Secretary: <b>Chris Darrall</b> , proposed <b>TA</b> , seconded <b>AM</b> . <b>TA</b> resumed the chair and thanked the meeting for their support. He welcomed Alexa Stott ( <b>AS</b> ) from East Midlands Railway to her first DVLGRP meeting in her Community Ambassador role.	
3	<b>Annual Report 2019/20</b> (Draft report circulated with agenda)  The report was attached for comment by Partners. The agreed version will be printed in colour, with photographs included. The draft report was <b>ACCEPTED</b> .	
4	<b>Review of Terms of Reference</b> (Circulated with agenda)  <b>AM</b> said that the Terms of Reference had been adopted at the AGM last year, and that they were to be reviewed annually. <b>TA</b> said that they had only been in use for a very short time and thought that at present no change was required. This was <b>ACCEPTED</b> .  <b>PW</b> noted that ACoRP should now be changed to Community Rail Network on the list of Members of Partnership Group.	<b>AM</b>

<b><u>Partnership Meeting</u></b>	
<b>14/20</b>	<p><b>Public Participation Session</b></p> <ul style="list-style-type: none"> <li>No questions have been received.</li> </ul>
<b>15/20</b>	<p><b>Minutes of last Partnership Meeting (9<sup>th</sup> March 2020)</b></p> <ul style="list-style-type: none"> <li>These were <b>ACCEPTED</b>, proposed <b>CF</b>, seconded <b>JW</b>. (Note: Meeting on 15<sup>th</sup> June 2020 was cancelled)</li> </ul>
<b>16/20</b>	<p><b>Matters Arising</b></p> <ul style="list-style-type: none"> <li><b>Min. 7/20 Access to Belper Town Centre</b>  <p><b>AM</b> has been advised in the last few days that EMR have reluctantly taken the decision not to install a staffed station facility at Belper. The building was to be located on unused car park spaces adjacent to the top of the Derby bound platform; land managed by London and Scottish Property Investments.</p> <p>Unfortunately, the property company were not prepared to negotiate the rent of the site to within what EMR believe is a fair local rental cost. This is disappointing as also during the discussions, ideas were being developed about how to improve the access and safety across the land at the rear of Poundland.</p> <p>These access improvements are now very unlikely to be supported. EMR consider there is no other suitable location that overlooks the station as the platform is not fully accessible and has limited space, so a building at platform level is not an option.</p> <p><b>RW</b> referred to AVBC proposals to expand the Field Lane car park and asked if access could be improved to the station. <b>TA</b> will look at whether AVBC could release any land at the edge of the car park. It was queried if the building could be built at the top of the slope on the land currently used as a garden. It was thought that the slope was too steep to meet current guidelines, so this would not be possible.</p> <p><b>AJ</b> noted that there was a need to improve signage between the railway station and the bus station. <b>AF</b> stated that DVMWHS were working on wayfinding for the town.</p> </li> <li><b>Min. 9/20 Matlock welcome map</b>  <p><b>AM</b> has recently discussed this with Matlock Town Council who are looking to progress the project and are working with the CRP to submit a funding bid to Community Rail Network (CRN) towards this. <b>PW</b> said that funding is likely to be tight in future, so this project needs to be completed in the current financial year.</p> <p><b>CW</b> said that Ripley Town Council were also developing Heritage Information Boards including one to be located at the Hurt Arms at Ambergate.</p> </li> </ul>

<p>17/20</p>	<p><b>2020/21 Activity Plan</b> (plan circulated with Agenda)</p> <p><b>AM</b> said that due to the pandemic, a number of projects had been cancelled, or deferred for the foreseeable future, particularly marketing and education projects. Station projects including adoption activities had re-started and there were a number of initiatives being developed, including:</p> <ul style="list-style-type: none"> <li>• <b>DVL Website.</b> (Item 4)  <b>AM</b> has recently started preparing a brief for development of a website and has spoken to a website development company. Once the brief is finalised with DCC then this can be issued to interested companies.</li> <li>• <b>Turning Around Vulnerable Lives Through Engineering</b> – (Item 14, details circulated with Agenda)  It is hoped to start this project during October. Engineered Training are recruiting young people to take part and to start developing ideas. <b>AM</b> is contacting local stakeholders including Duffield Parish Council and EVR to be involved as consultees. <b>DA</b> is seeing Will Rogers (MD of EMR, who lives in Duffield) and will brief him on this project.</li> <li>• <b>Bee-Friendly Trust Planter Projects, Cromford, Whatstandwell</b> (Item 40 – Details of Cromford proposals circulated with agenda).  Similar proposals for the north end of the platform at Whatstandwell are also proposed with 2 of the Bee Friendly Planters and one smaller version at the end of the platform. These planters for Cromford and Whatstandwell are part of a larger Derbyshire project including Chesterfield and Ilkeston with a total project cost in the region of £25,000. The planters which cost £1800 each can predominately be funded through grants from Community Rail Network and Bee Friendly Trust. The cost for Cromford and Whatstandwell is estimated at £12,000 and the CRP may need to provide some funding, up to £2000 to be agreed by the Management Group. <b>AM</b> is working to formalise permissions from EMR (as stations’ lessees).</li> <li>• <b>Potential new Belper Station Adopters’ projects</b>  In recent months there have been several community project proposals put forward that are being considered. The Belper Station group are in discussion with a local willow sculptor for a set of three willow Peregrine Falcons mounted on poles overlooking the station gardens. The Belper group are also working with a wood sculptor to create a feature bench for the platform in the style of a historic railway carriage. The idea is to include a sculpture of Florence Nightingale sat on part of the bench as she would have travelled through the station. Both these projects require structural engineering assessments so that they can go forward for approval to Network Rail, who are supportive in principle of the initial ideas. There are also ideas from the wider community to capture the legacy of the Belper MOO which gained national and international recognition during lockdown.</li> <li>• <b>New Ambergate Station projects</b>  In recent months, the number of local residents in the Ambergate adoption group has increased significantly. There is now better management of the station garden area and planters and within the local community they are creating artwork and unique boot bird boxes which have been installed at the station. There are also plans for mini bug houses to go with the terraced garden area.</li> </ul>	
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18/20	<p><b>EMR Timetable Consultation for December 2021</b></p> <p>EMR issued a pre-consultation Stakeholder survey in September. <b>AM</b> and <b>CH</b> replied on behalf of CRP and DCC. There were a number of possible timetable options and potential destination options mentioned for some services. <b>AM</b> has stressed that key objectives for the Derwent Valley include the importance of continuing to serve Nottingham, connections to London and an improved Sunday service. A 12 week public consultation will follow shortly. <b>CH</b> stressed the importance of consistent messages from stakeholders. <b>JW</b> requested for trains to return to standard departure times each hour.</p>	
19/20	<p><b>Partnership Organisation Updates</b></p> <ul style="list-style-type: none"> <li> <b>Derwent Valley Mills</b>  <b>AF</b> said that the World Heritage Site was looking at installing an information board at Belper station, and were looking at producing a train guide on what you can see from the railway. He also mentioned that there were significant anniversaries in 2021, e.g. 300yrs of Derby Silk Mill, 20yrs of World Heritage Site.         </li> <li> <b>Wyvernrail</b>  <b>JS</b> said that Ecclesbourne Valley Rly had been running since 25 July, initially only at weekends; a steam-hauled service was planned for half term. At present EVR services cannot connect at Duffield, as tickets are currently being sold only on-line.         </li> <li> <b>Cromford PC</b>  <b>RB</b> reported that the Council had recently received an unsolicited phone call from a local resident congratulating them on the station tidy up work.         </li> <li> <b>East Midlands Railway</b>  <b>AS</b> said that the rolling stock position was changing. The blue HSTs are being withdrawn. One power car dates back to 1978, and some of the staff at Neville Hill depot have been involved with HST since that time! The Class 360s for the Corby service are currently being transferred from Anglia, and are being re-liveried. The first Class 170 diesel units for local services have started to arrive at Etches Park.         </li> </ul> <p>Train service capacity was back to 97% of pre-Covid level. The Public Performance Measure was 94% in the last period (moving annual average 90.7%). The Right Time Railway measure was 71% (MAA 70.5%). For the Derwent Valley Line the PPM was 95.1%, and Right Time Railway measure was 88.9%.</p> <p>From September, the Emergency Measures Agreement for funding with DfT has been replaced by a new Emergency Recovery Measures Agreement. For the Community Development, and Station Development Funds, EMR now had to submit a business case to DfT for authority.</p>	

	<p>Regarding stations, work on making Matlock a manned station was hopefully continuing, although the news about Belper was very disappointing. It was intended that Whatstandwell would become one of EMR's zero carbon stations generating solar electricity. The licence from Network Rail for Cromford station has been re-issued to the Parish Council (previously it had been to a single individual).</p> <p>The new Passenger Assist system has gone live, and the Cab&amp;Go service is now available at all EMR stations.</p> <p><b>AS</b> thanked <b>AM</b> for all his assistance and thanked all the station adopters.</p> <p><b>PWh</b> asked if EMR were offering any incentives to travel, <b>AS</b> replied that this was a DfT decision, not EMR.</p> <ul style="list-style-type: none"> <li>• <b>ACoRP</b>  <b>PW</b> said that ACoRP has been renamed to "Community Rail Network" (CRN), and an on-line Community Rail Awards is intended to be held on 9<sup>th</sup> December. Project funding is still available for the current year.</li> </ul> <p>The CRN AGM is coming up shortly, and some new board members were being sought, if anyone was interested.</p>	
<b>20/20</b>	<p><b>Any Other Business</b></p> <p><b>AM</b> informed the group that Kul Bassi had gained a promotion at DfT. Kul has been the Community Rail lead for 14 years and provided great support to the Derwent Valley and Community Rail nationally. <b>TA</b> wished to thank Kul on behalf of the group and would send a letter of thanks. <b>PW</b> offered to provide a photo of Kul at a community day at Whatstandwell to accompany the letter.</p>	<b>TA/AM</b>
<b>21/20</b>	<p><b>Dates of Future Meetings</b></p> <ul style="list-style-type: none"> <li>• Tuesday 26 January at 14.00 on Microsoft Teams</li> </ul>	